

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number ~~911000~~ PG:82A-100

Address: 7302 Chew Road, Prince George's County - in the vicinity of Upper Marlboro

Owner: Wyvill, Carlton J. & Shirley S.

Tax Parcel Number: 51 Tax Map Number: 110

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____

Eligibility recommended ☐ Eligibility **not** recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district? ☒ no ☐ yes Name of District: _____

Is district listed?: ☒ no ☐ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The simple, one-story front-gabled house has a half-gabled roof projecting from the main elevation to create an entry porch. The roof of the porch has exposed rafter tails and is a standing seam metal roof. The screens of the entry porch are torn and the window openings have been sealed, obscuring the windows.

The county seat for Prince George's County was moved from Charles Town to Marlborough (later known as Upper Marlboro) in 1721. The town's establishment as the county seat was the result of and a contributing factor to the aggressive growth of the town's position as a commercial and social center for the county. The completion of the Baltimore and Potomac Railroad from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 had a great impact on Upper Marlboro by prompting an increase in commercial investments and new residents. The third event that had a great impact on the Upper Marlboro area was the construction of Crain Highway, later known as US 301, in 1922.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒
Criteria: ☐ A ☐ B ☒ C ☐ D Consideration ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None


Reviewer, Office of Preservation Services

10/25/99
Date

Reviewer, NR Program

Date

Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic.

The c. 1915 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

RENECE M. HALFPAP
4177/519
23.34 A
P. 2

4 57 A
P 96

NATIONAL BANK OF
WASHINGTON
2529 / 425
150.77 A.
P. 65

MELVIN SUITE, ETAL
6757 / 351
65.80 A.
P. 13

J. WYVILL
/847
51A.
.12

16541
/197
2.02 A
P 81

CHARLES J. WYVILL, JR.
4318/850
14.36 A
P. 128

CARLTON J. WYVILL
4318 / 841
31.33 A.
P 50

CARLTON J. WYVILL
4318/837
11.59 A
P. 51

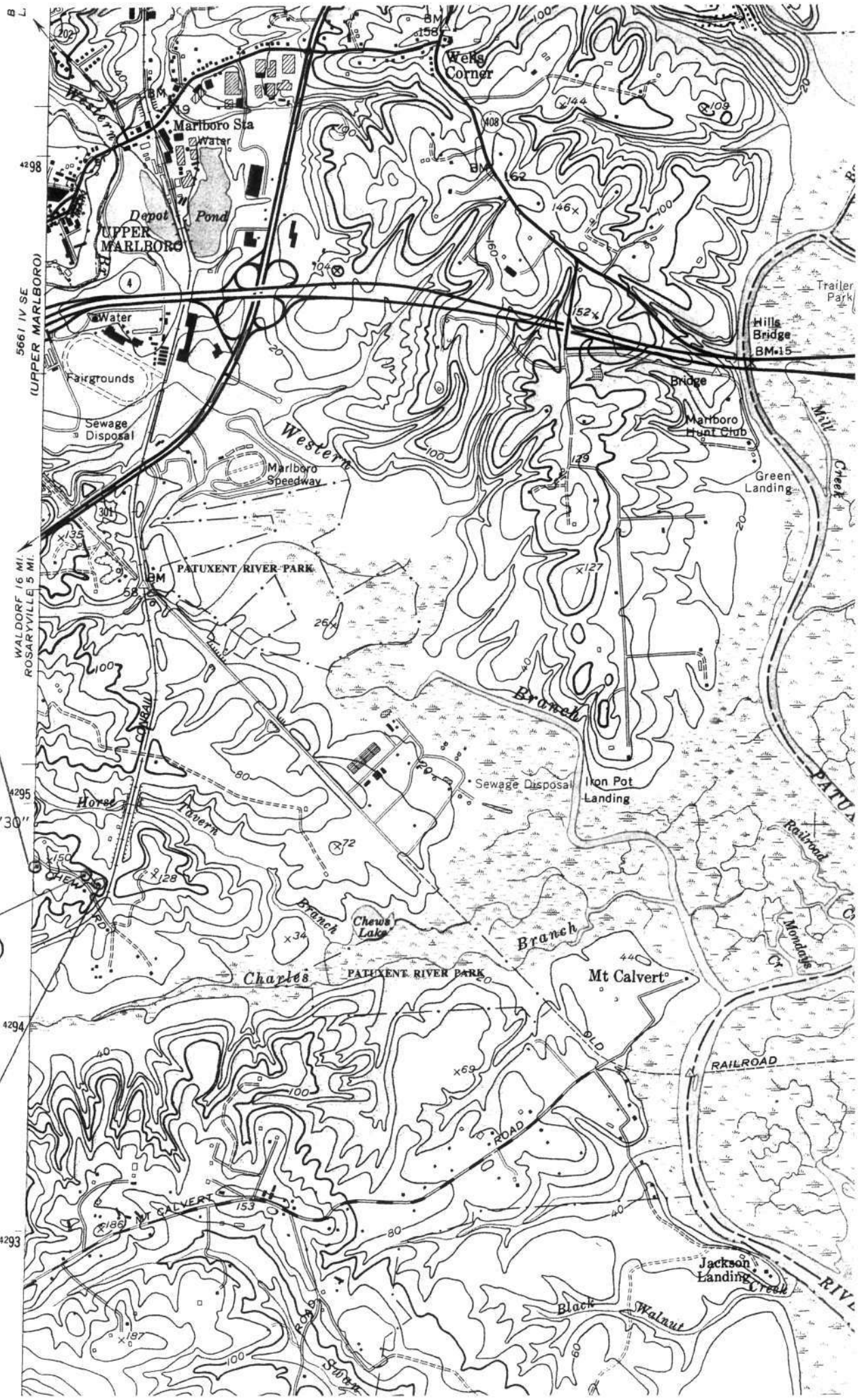
CARLTON J. WYVILL
4318/844
23.62 A
P 53

BRISTOL
QUAD

PG: 82A-99
7211 Chew Rd.
(PG)

PG: 82A-100
7302 Chew
Rd. (PG)

PG: 82A-101
7304 Chew
Rd. (PG)





~~CGH/MSH~~ PG: 82A-100

7302 Chew Road

Prince George's County, MD

Traceries

June, 1999

MD SHPO

View of south elevation

1 of 1